

BookletChart™

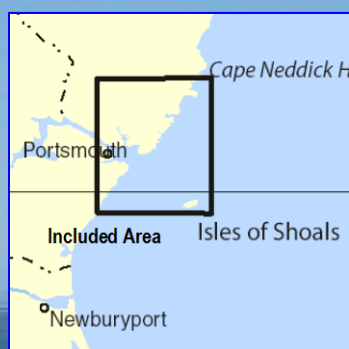
Portsmouth Harbor

NOAA Chart 13283

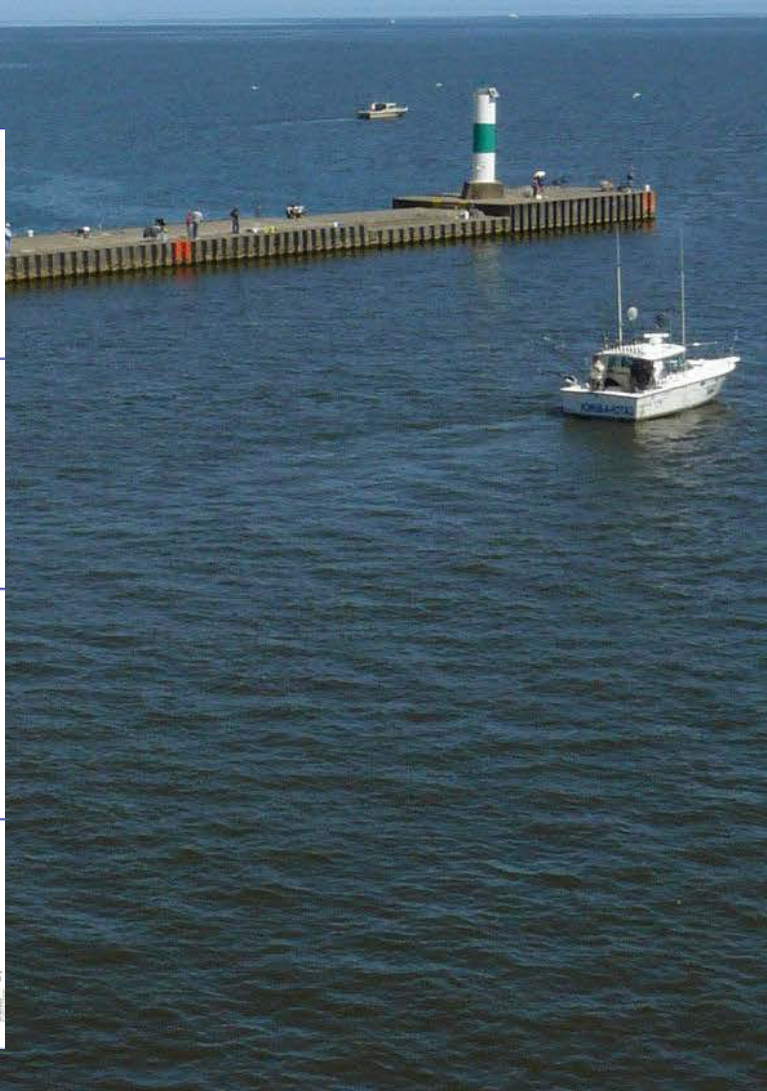
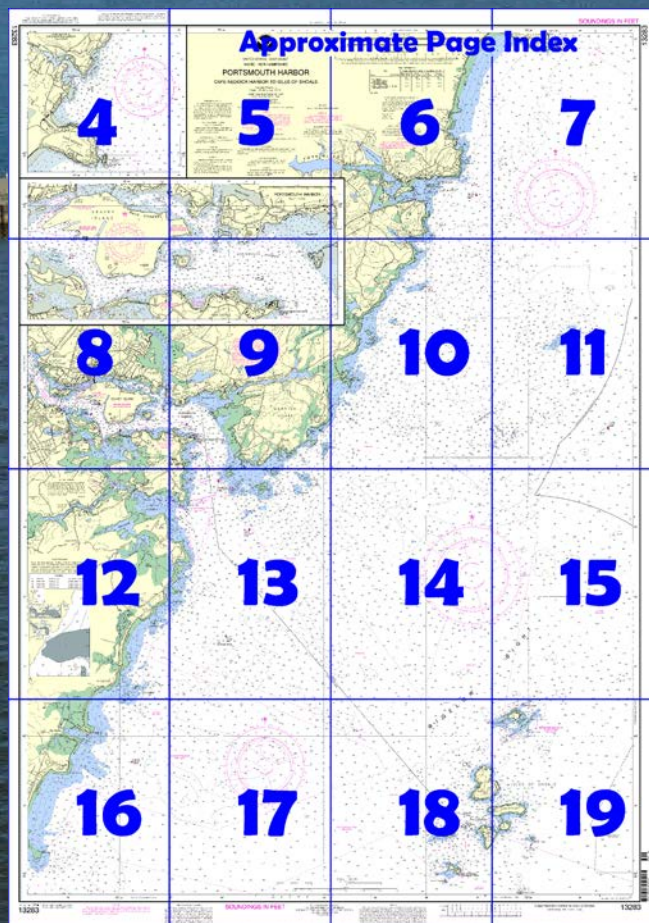


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13283>.



(Selected Excerpts from Coast Pilot)
Weare Point (43°11.2'N., 70°35.9'W.), 2.3 miles southward of Bald Head Cliff, is a headland with several large houses on it. **Cape Neddick Harbor** is a small open bight between Weare Point and **Barn Point** about 1 mile northwestward of Cape Neddick. The entrance is marked, but the dangers inside the entrance are not marked. There is good anchorage in 9 to 30 feet in the middle of the bight, which is protected by the reefs on each side of the

entrance from all but southeasterly weather. Even then there is a hole on the southwestern side where smooth water is found in 7 to 10 feet. The upper and western side is foul, and along with the Cape Neddick

River, which flows into the head, dries out to about 350 yards below the fixed highway bridge. The bridge has a 40-foot fixed span with clearance of 11 feet.

The entrance to the harbor is buoyed and not difficult to enter with the aid of the chart. From a position about 750 yards eastward of Cape Neddick Light, a course of **325°** carries through the entrance to an anchorage in 12 to 27 feet, about 200 yards westward of Weare Point. Use the lead if necessary to avoid getting too far up the harbor into the foul area at the head.

Vessels approaching the harbor from northward or eastward should give the east shore of Weare Point a berth of about 0.3 mile to avoid the reefs.

If York Harbor is crowded, or it is getting late, or a quiet, peaceful mooring for the night is desired, Cape Neddick Harbor is a fair haven.

Cape Neddick, 14 miles southwestward of Cape Porpoise, is a prominent headland jutting out 1 mile from the coastline that terminates in a small rock islet called **Cape Neddick Nubble**.

Cape Neddick Light (43°09'55"N., 70°35'28"W.), 88 feet above the water, shown from a 41-foot white conical tower, is on the summit of the nubble; a sound signal is at the light.

York Beach is a large village and much-frequented summer resort in the bights northward and southward of the cape. There are no wharves.

York Harbor, 2.5 miles southwestward of Cape Neddick and 5.5 miles northeastward of Portsmouth Harbor entrance, is the approach to the town and summer resort of **York Harbor** on the north side just inside the entrance of the **York River**, flowing into the harbor from the westward. The harbor is used by many fishing boats and pleasure craft.

Prominent features.—The most important landmark when approaching York Harbor is a large stucco mansion with a red roof and stone terraces on the north side of **Godfreys Cove**, southwest of Seal Head Point. The large homes on the promontory from East Point to **Roaring Rock Point** and a white church spire at **York Village** are also prominent.

Stage Neck is the peninsula 0.3 mile long on the north side of the harbor just inside the entrance. A lighted bell buoy marks the entrance to York Harbor.

Western Point, on the south side of the entrance, is rocky with a few houses, while **East Point** on the north side has many houses built out to its end.

Anchorage.—In 2005-2006, the anchorage basins in the cove between Harris and Bragdon Islands and in the cove off the north side of Bragdon Island had depths of 2.6 to 5.8 feet. There is also limited anchorage off the service wharves at the head of the harbor. Moorings under supervision of the harbor master extend upriver as far as Sewall Bridge, about 0.8 mile above the wharves.

Dangers.—The approach to the harbor from the fairway bell buoy about 0.6 mile eastward of the entrance is free of dangers, and all shoals close to the channel edge are marked.

In closing the port coming alongshore from either northeastward or southward, give the shore a berth of at least 0.4 mile and make the fairway bell buoy off the entrance. Shoal water extending about 400 yards off East Point is marked by a buoy about 500 yards southeastward of the point.

Stones Rock, about 1.2 miles south of the entrance, is awash and marked by a spindle; a buoy is east of the rocks. An unmarked rock, covered 11 feet, about 850 yards south-southeastward of Western Point breaks if any sea or swell is running and should be given a wide berth.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

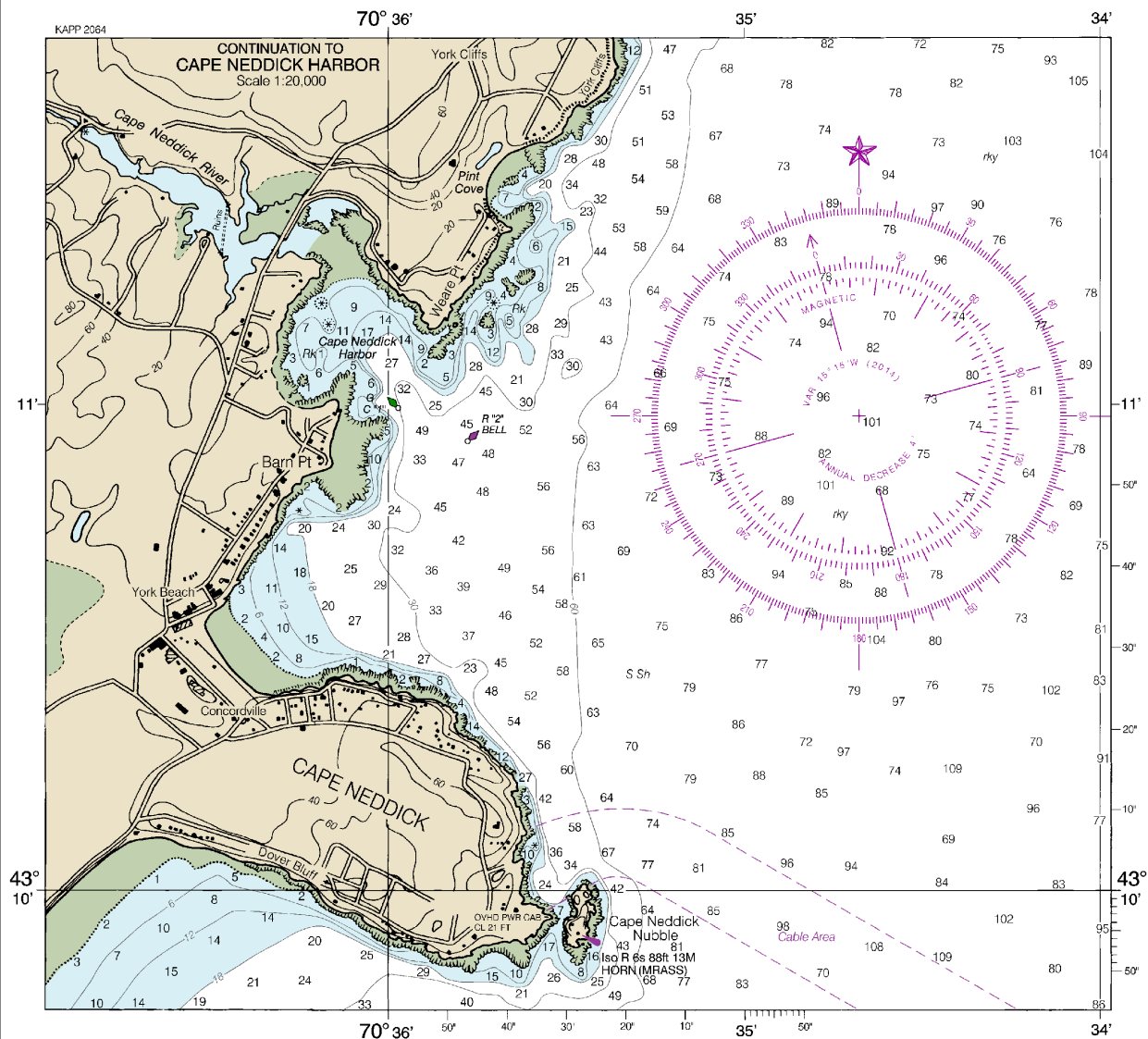
These volumes are available online at <http://www.navcen.uscg.gov>

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

13283

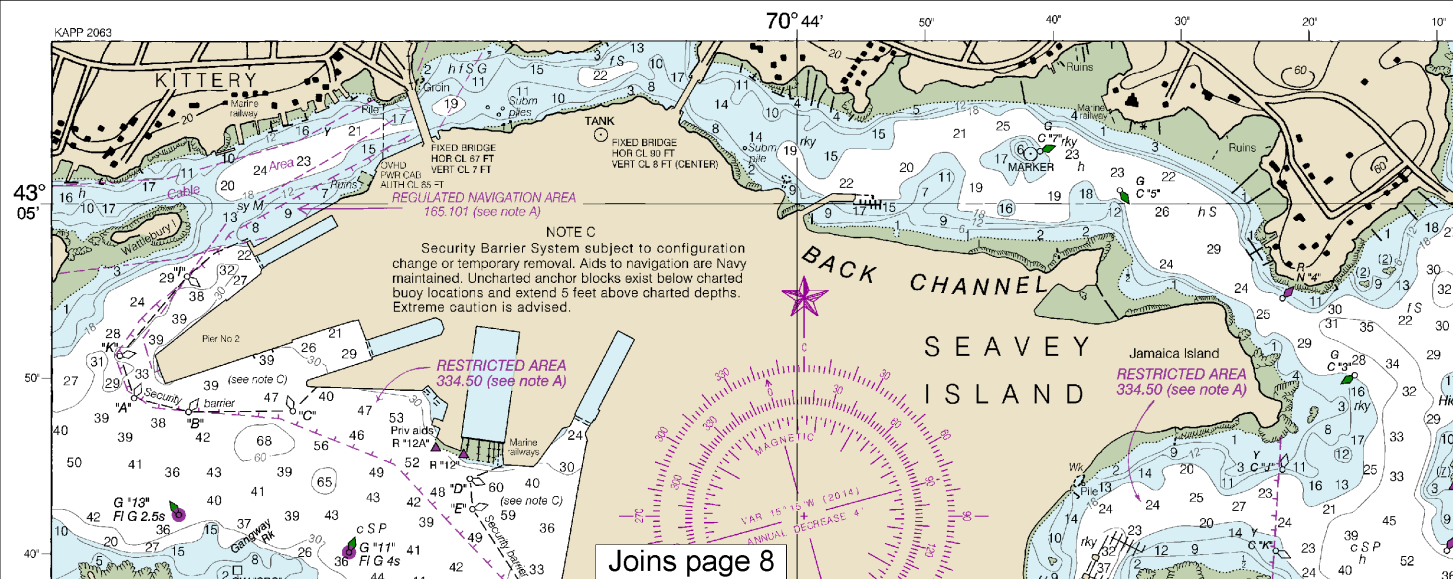


HORIZONTAL
The horizontal reference is North American Datum of 1983 for charting purposes is based on the World Geodetic System 1984. Geographic positions are based on the American Datum of 1927, average of 0.326" northward to agree with this chart.

SUPPLEMENTAL
Consult U.S. Coast Guard supplemental information.

CAUTION
Improved channels shown subject to shoaling, particularly in winter months.

CAUTION
Temporary changes in navigation are not indicated. Local Notice to Mariners. During some winter months, certain aids may be replaced by other types or see U.S. Coast Guard Light List.



Joins page 8

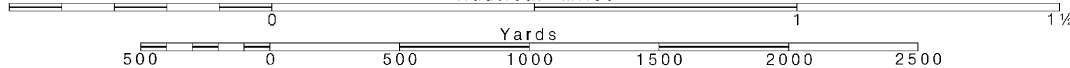
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



70° 42'

41'

40'

39'

CONTINUED ON CHART 13286



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE - NEW HAMPSHIRE

PORTSMOUTH HARBOR

CAPE NEDDICK HARBOR TO ISLES OF SHOALS

Mercator Projection
Scale 1:20,000 at Lat. 43° 04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

AL DATUM

Since datum of this chart of 1983 (NAD 83), which is considered equivalent to datum of 1984 (WGS 84), referred to the North American Datum of 1983 and 1.819' eastward

COLREGS

International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals. Light since it is known that JATO racks and associated debris exist in the area.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SCALE 1:20,000
Nautical Miles

Yards

TIDAL INFORMATION

NAME	(LAT/LONG)	Mean High
York Harbor	(43°08'N/70°38'W)	9
Portsmouth	(43°05'N/70°45'W)	8
Gosport Harbor, Isles of Shoals	(42°59'N/70°37'W)	9

Dashes (---) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (Sep 2014)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 30 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WXJ-40	162.400 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION

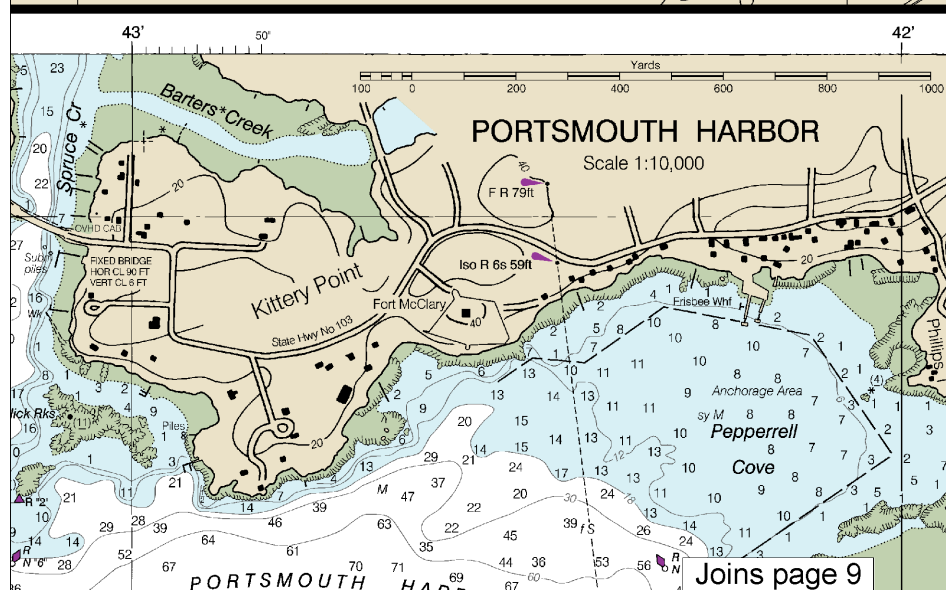
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

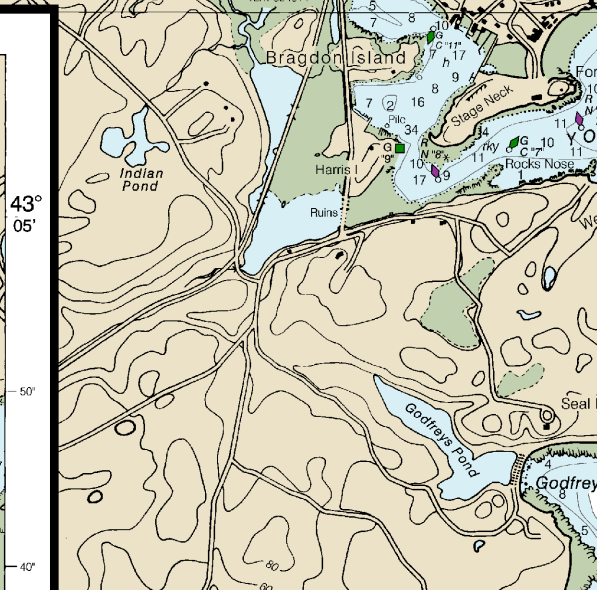


Additional uncharted submarine pipelines and submarine cables may exist within the area shown on this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may become exposed. Mariners should exercise caution when operating vessels in shallow water comparable to their draft in areas where pipelines and cables may exist, and anchoring, dragging, or trawling. Covered wells may be marked by unlighted buoys.

Joins page 6



Joins page 9



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE - NEW HAMPSHIRE

PORTSMOUTH HARBOR BLACK HARBOR TO ISLES OF SHOALS

Mercator Projection
Scale 1:20,000 at Lat. 43° 04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Tidal information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

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For Symbols and Abbreviations see Chart No. 1

International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

AUTHORITIES

Topography and topography by the National Ocean Service, Coast and Geodetic Survey, and additional data from the Corps of Engineers, and U.S. Army Corps of Engineers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HEIGHTS
Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High Water	Mean Low Water	Mean Low Water
York Harbor	(43°08'N/70°38'W)	9.3	8.9	0.3
Portsmouth	(43°05'N/70°45'W)	8.5	8.1	0.3
Gosport Harbor, Isles of Shoals	(42°59'N/70°37'W)	9.2	8.8	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and total current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Sep 2014)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Stratham, NH	KZZ-40	162.450 MHz

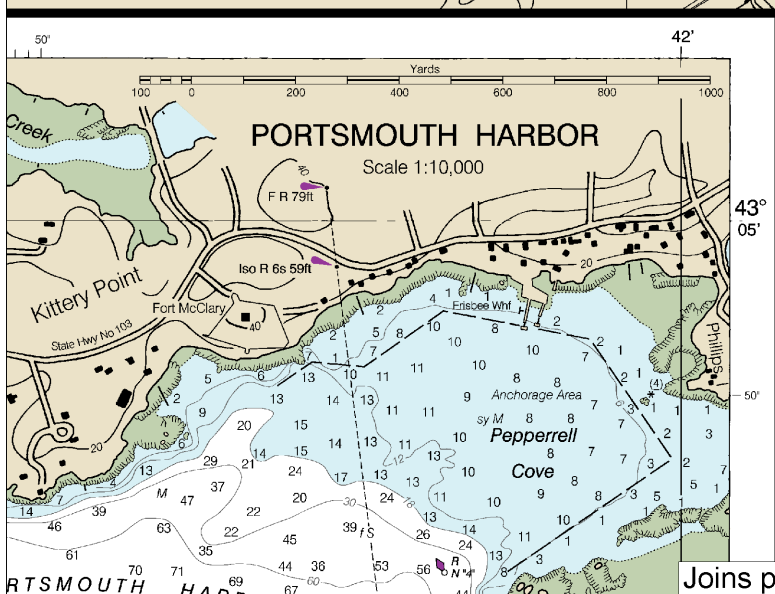
CAUTION**SUBMARINE PIPELINES AND CABLES**

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Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 5



Joins page 10

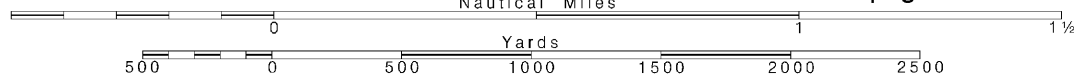
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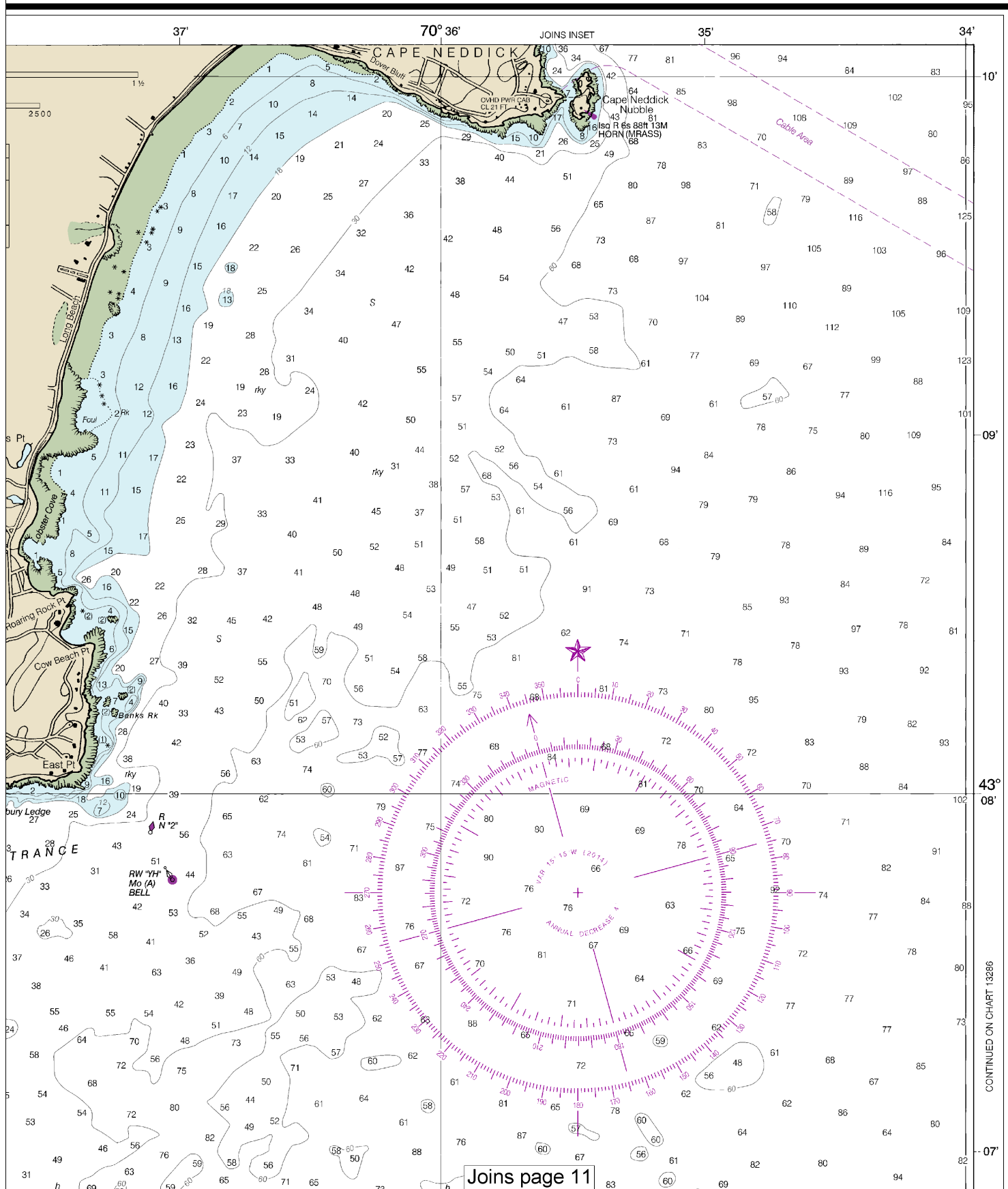
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

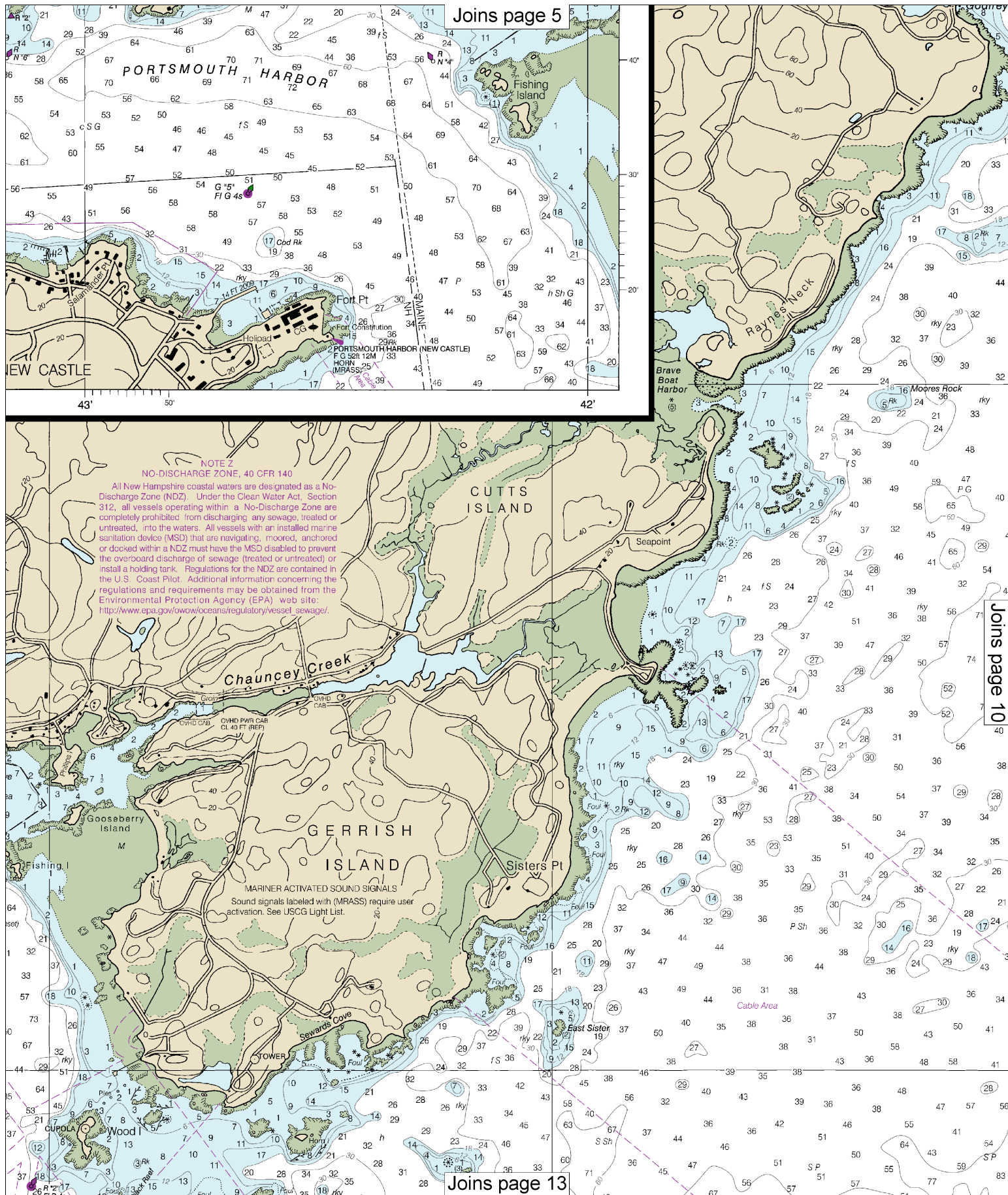




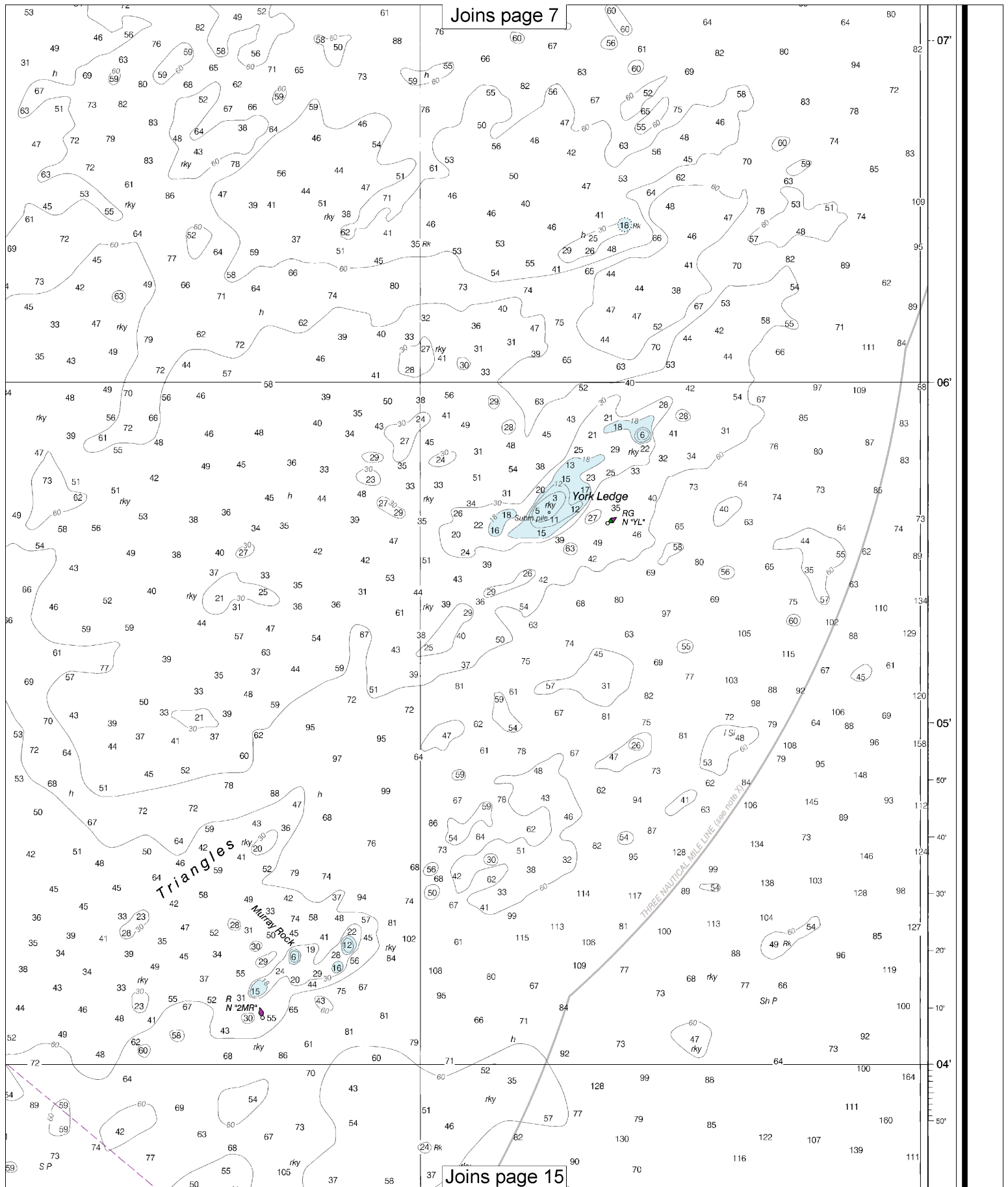
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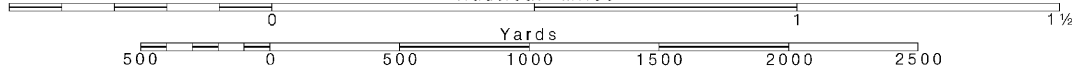
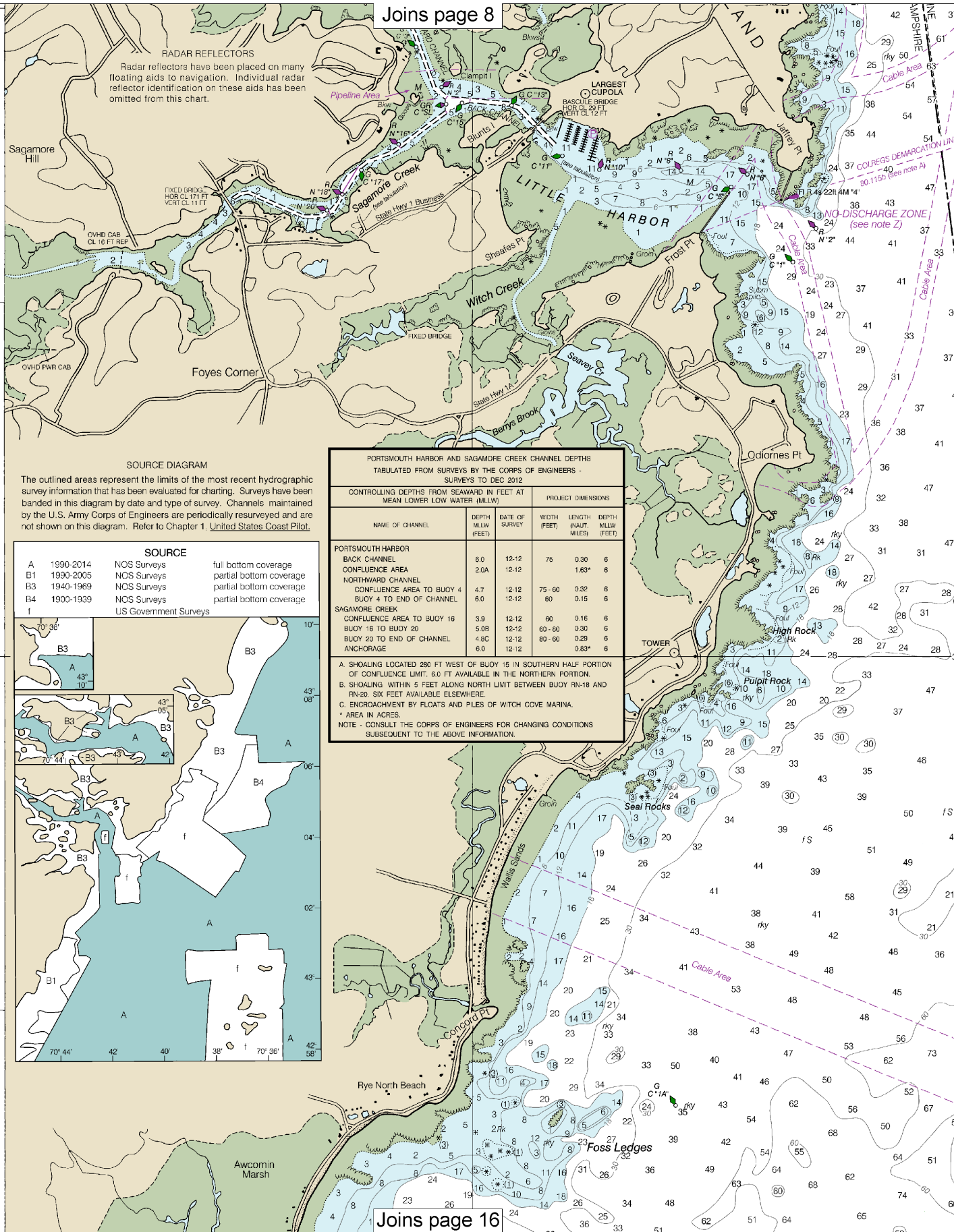
CONTINUED ON CHART 13286

Last Correction: 5/3/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



Joins page 15



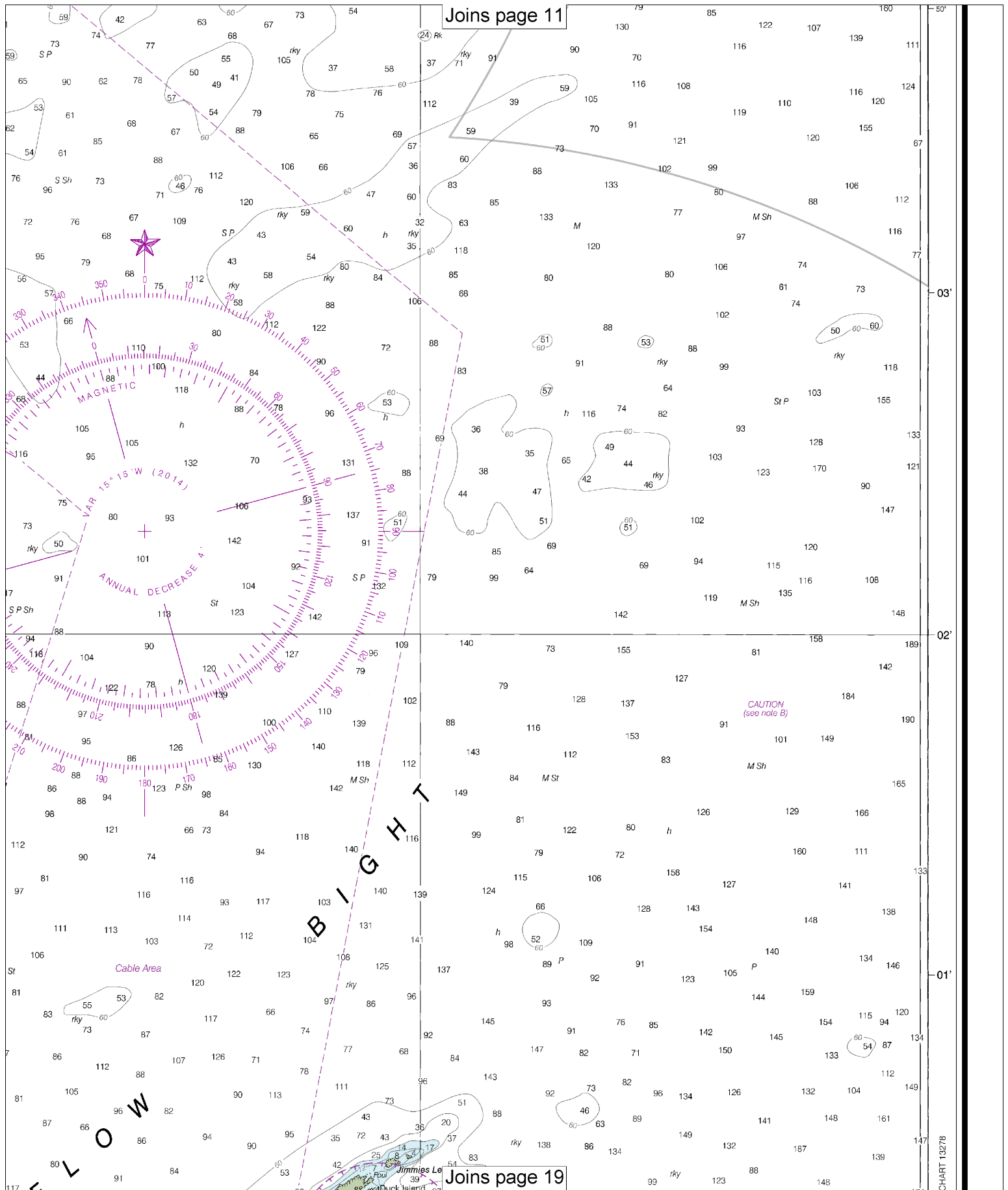


Joins page 9

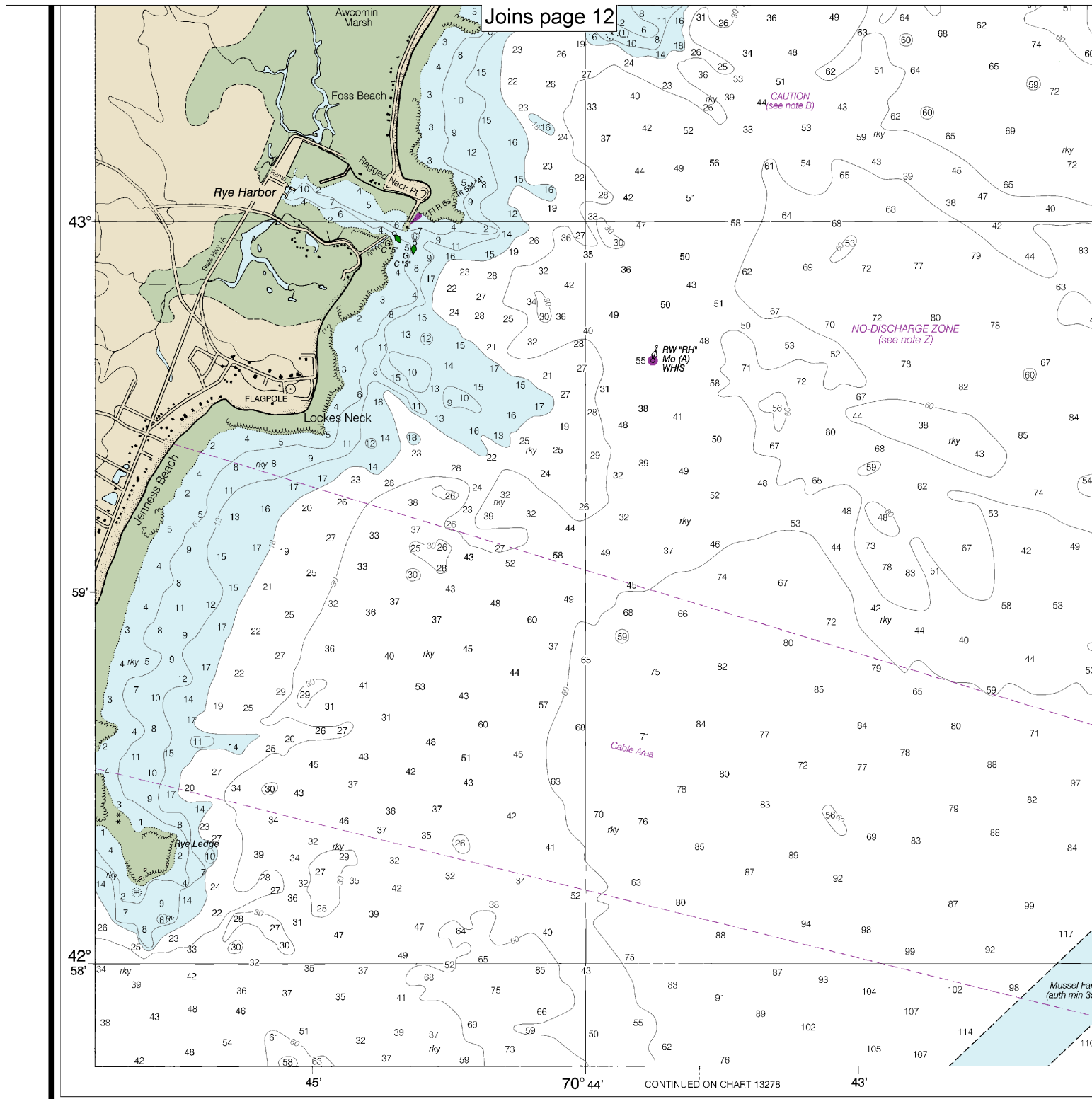
Joins page 14

Joins page 17

Joins page 11

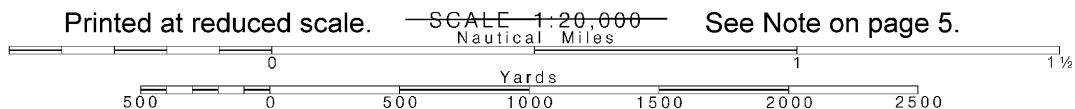


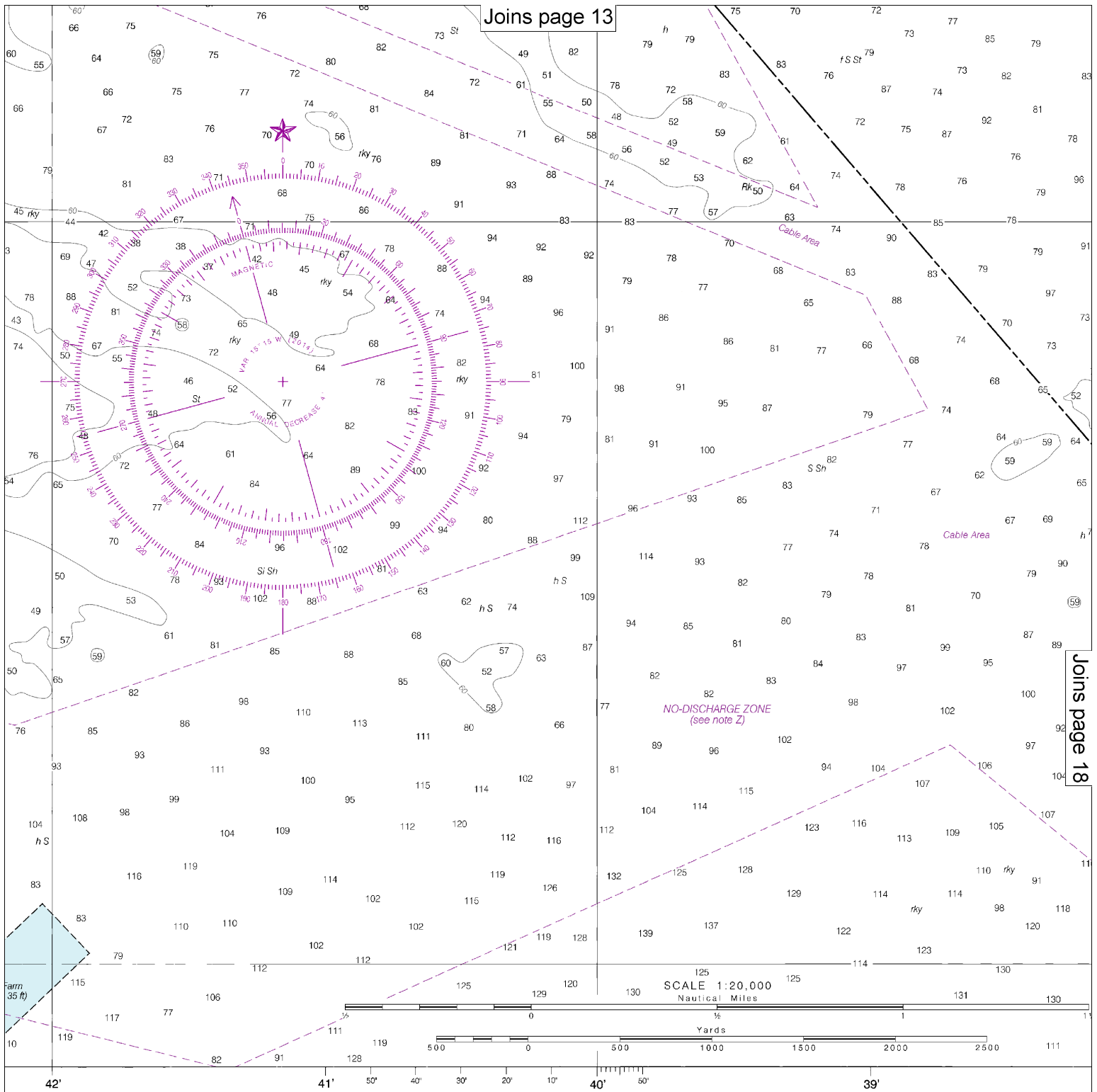
Joins page 19



16

Note: Chart grid lines are aligned with true north.

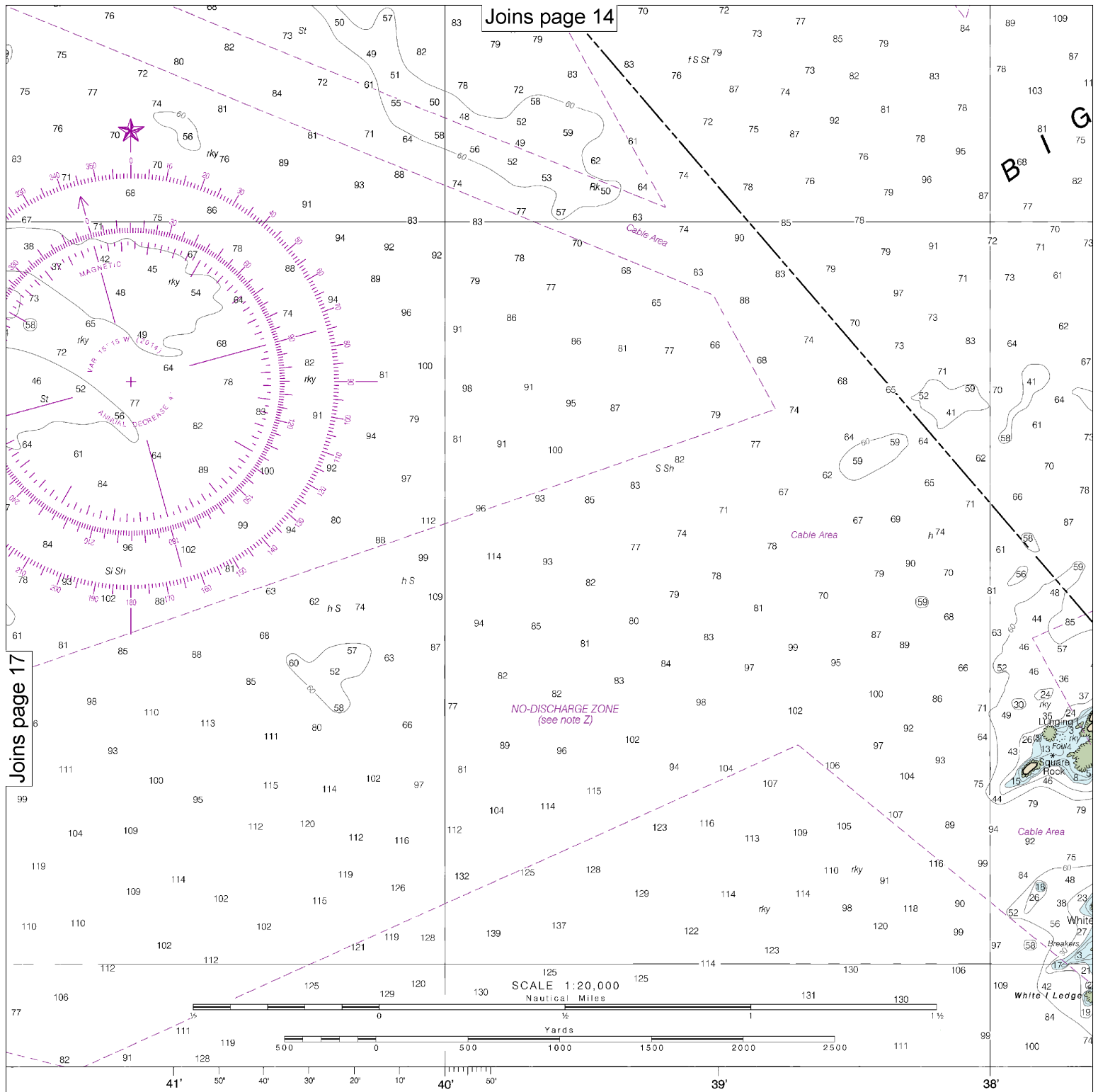




SOUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary off the coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



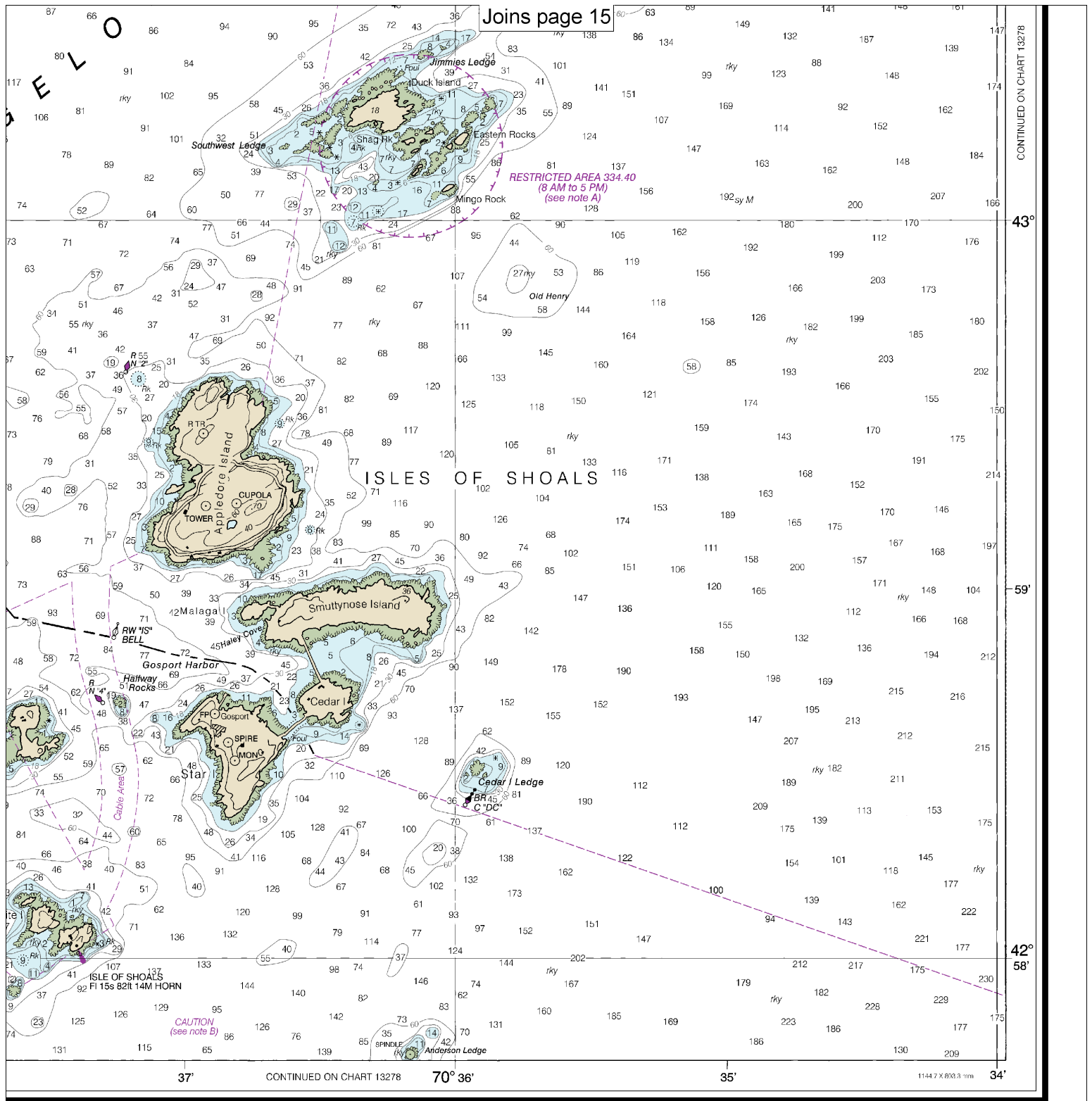
DINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



O.M.S.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Neddick Harbor to Isles of Shoals
SOUNDINGS IN FEET - SCALE 1:20,000

13283



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

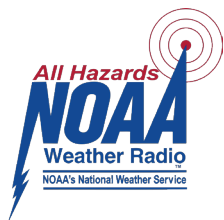
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

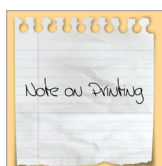
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.